APPENDIX A

TRAVEL DEMAND FORECAST

This *Appendix* contains data from the 20-year regional transportation modeling conducted in conformance with *RCW 36.70A.070(6)(b)(iv*). The resulting information was used to prepare the *Transportation Element*, establish a level of service standards and develop a concurrency management system.

The forecast of Clark County's transportation needs was formulated using a regional computer model designed for the analysis of the arterial roadway network consisting mostly of high-volume traffic streets serving regional travel.

Prior to projecting future travel demand, it was necessary to calibrate the model to the existing land uses. Calibration is a process of comparing model results to existing travel data, and adjusting the model as necessary so that the model's traffic assignments are reasonably close to actual traffic counts, usually within five percent. Actual traffic volumes were obtained from local jurisdictions, Washington State Department of Transportation, and Clark County's own traffic count program. In a few cases, outdated counts which could not be accurately updated due to construction were adjusted using surrounding growth rates.

The forecast traffic volumes reflect population and employment forecasts, the land use and transportation policies of this *Comprehensive Plan*, and the modeled benefits of improvements listed in the *20-Year Capital Facilities Plan (Transportation).*

TABLE A.1: 2020 EMPLOYMENT AND HOUSEHOLD FORECAST FOR TRAVEL MODEL

Retail Employment	Other Employment	Total Employment	Households	Approximate Population
54599	173311	227910	192716	473898

Table A.2 2013 Travel Forecast

AVERAGE DAILY TRIPS	
TOTAL VEHICLE TRIPS	1,601,859
TOTAL VEHICLE TRIPS PER HOUSEHOLD	8.31
AUTO PERSON TRIPS	1,869,333
AUTO PERSON TRIPS PER HOUSEHOLD	9.70
PM PEAK HOUR VEHICLE MILES TRAVELED PER HOUSEPOLD	4.94